

PROGRESS OF THE PLAGUE.

ANOTHER BAD DAY FOR HAMBURG.

OFFICIAL RETURNS SHOW AN INCREASE IN NEW CASES AND DEATHS—LITTLE CHANGE IN THE SITUATION IN OTHER PARTS OF EUROPE.

Hamburg, Sept. 7.—Seven hundred and two new cases of cholera occurred in this city yesterday. The deaths numbered 333. Compared with the last official figures, these returns show an increase of twenty-eight new cases and sixty-nine deaths.

The epidemic has increased in violence in the suburb of Barmbeck and vicinity. Barmbeck, in addition to a number of distilleries employing many hands, contains various public institutions, including an asylum for the insane, a hospital for the poor and a workhouse. In the Ohlsdorf cemetery several tents have been erected for the reception of cholera patients.

Berlin, Sept. 7.—The cholera returns of the Imperial Board of Health agree to-day with the reports of the Hamburg authorities, placing the number of new cases in that city yesterday at 742 and the deaths at 333. The board also reports eighteen new cases and nine deaths in Altona yesterday.

The Admiralty has issued an order directing that all German warships coming from cholera-infected ports or with suspicious cases on board shall be treated the same as merchantmen.

Rotterdam, Sept. 7.—The first case of Asiatic cholera officially announced in this city is that of a sailmaker belonging in Werkendam, in the province of North Brabant.

Havre, Sept. 7.—There were reported in this city yesterday twenty-seven new cases of cholera and seven deaths from the malady. Since Monday the disease has shown no signs of increase or decrease, yesterday's new cases being the same in number as those reported on Monday. Yesterday's death list, however, is two less than that of Monday.

Paris, Sept. 7.—The prefect of police has begun to issue daily bulletins giving the number of new cases of cholera in Paris and the suburbs and the number of deaths. The first bulletin for Monday morning and gives the figures for Monday and Tuesday. According to these figures, eighty-nine new cases of cholera and forty-seven deaths occurred on Monday in Paris and its suburbs. Yesterday forty-one new cases and twenty-six deaths were reported in the city, and nine new cases and sixteen deaths in the suburbs.

St. Petersburg, Sept. 7.—The cholera returns for September 4 for the whole Empire place the number of new cases at 4,779 and the deaths at 2,073, showing an increase of 403 new cases as compared with the returns of Saturday. The deaths, 2,073, were exactly the same number that occurred Saturday. In the city of St. Petersburg yesterday 138 new cases and thirty-four deaths were reported. This is an increase of thirty-five new cases and a decrease of five deaths as compared with Monday's figures.

NO CHOLERA IN ENGLAND.

TWO SUSPICIOUS CASES FOUND NOT TO BE DUE TO THE ASIATIC PEST.

London, Sept. 7.—The medical inspector has made an investigation into the case of the farmer's wife who died on Monday night, at Whaleybridge, from what was said to be Asiatic cholera. He declares that death was not caused by cholera. The case of the woman Murphy, who, after being discharged as cured from the cholera hospital at Havre, came to London, where she showed suspicious symptoms, caused some apprehension here. He was taken to the London hospital, where the symptoms were carefully studied by the physicians. The hospital authorities to-day said that Murphy was not suffering from a cholera infection.

The Local Government Board has issued an amendment to the regulations, requiring ship-owners, under a heavy penalty, to retain on board ship all foreign immigrants who are unable to inform the port medical officer as to their destination and address. This amendment empowers the medical officer visiting ships to prohibit the landing of immigrants, without regard to condition, who are unable to give a definite address in Great Britain. The order practically stops the importation of foreign paupers.

The German Lloyd Steamship Company, from Bremen, sailed from Southampton for New-York at 6 o'clock this evening. She has on board, 307 passengers in the saloon, but in accordance with the new regulations of the company, her steerage is empty.

Bremenhaven, Sept. 7.—The North German Lloyd steamer Hermann, Captain Meier, sailed from Bremen-haven for New-York at 5 o'clock yesterday afternoon. The Hermann has no cabin passengers, but has 800 immigrants in the steerage.

Lisbon, Sept. 7.—The maritime and commercial commission, protest against what they term the needless severity of the Government decree, forbidding vessels from infected ports to embark or disembark passengers or merchandise at Portuguese ports.

SIX HUNDRED LIVES IN PERIL.

THE STEAMER MONA ISLE RUNS ON A ROCK AT MIDNIGHT—ALL ON BOARD SAVED.

London, Sept. 7.—The British steamer Mona Isle, bound from Dublin for Douglas, Isle of Man, ran on a rock off the island at midnight last night. There were 600 passengers on board, and for a short time the vessel struck there was every indication of a panic, but the officers succeeded in assuring the passengers that there was little danger. Distress rockets were sent up and were promptly answered from the shore. The men and the coast-guard rigging the rocket apparatus and soon succeeded in getting a line to the stranded steamer. The steamer was hauled up and every one of the passengers was taken ashore in safety. The crew are still on board the steamer, and an attempt will be made to float her at the next tide.

GUARDING THE CANADIAN PORTS.

Montreal, Sept. 7.—The Central Board of Health appointed by the Provincial Government to cope with cholera has raised the action of the Provincial Board of Health to a higher level, and is now in a position to take any place in the Province. The ports of Hamburg, Antwerp and Havre were declared to be infected ports within the meaning of the regulations.

Ottawa, Sept. 7.—The assertion by Dr. Lachapelle, Chief of the Board of Health for the Province of Quebec, of his independence and supreme authority is resented by the officials here, who call attention to Section 91 of the British Government exclusive jurisdiction over the Federal Government exclusive jurisdiction over the Province. Dr. Lachapelle's threat that, if the Dominion authorities do not do it, the Provincial authorities will close the ports of Quebec and Montreal against all ships from infected countries immediately, has alarmed the owners of steamship lines and vessels at Montreal and Quebec, and to-day they telegraphed to Ottawa asking that the Federal veto be put upon what they think is hasty and unnecessary action on the part of the Provincial Board of Health. The demand of the vessel-owners that the requirements of law should be dictated by the Federal, and not by local authority, was laid before the Department of Justice by the Department of Agriculture. The minister will receive attention from the Minister of Justice when he returns from the West.

HALIFAX OFFICIALS WAKING UP.

Halifax, N. S., Sept. 7.—While all the Atlantic ports of entry have taken stringent precautions against the introduction of cholera, the Board of Health of Halifax has only just awakened to the necessity of doing so. The matter was considered last night, and the Board resolved that no ships from any foreign port, including Great Britain and Ireland, shall land any passengers or freight at Halifax until after receiving permission from the port physician. Pilots are instructed to anchor any ships reporting sickness on board at quarantine, but many steamers come into port without the assistance of a pilot. The Board also asked the Federal authorities to provide a steam tug to enable the officers of the local health officers to reach the harbor. The tug being steamers before coming to the harbor.

EXPLODING DYNAMITE IN A CHURCH.

FIRST ATTRIBUTED TO Nihilists, BUT FOUND TO BE THE ACT OF A RELIGIOUS FANATIC.

Warsaw, Sept. 7.—An explosion occurred in this city to-day that was at first attributed to Nihilists, but an investigation soon showed that it was the work of a man who is believed to have been actuated by religious hatred. While services were being held in an orthodox Greek church, the worshippers were thrown into a state of the wildest excitement by a tremendous explosion that shook the church. The people made a wild rush for the doors and gained the streets in safety. After quiet was restored the police entered the church. On the floor they found the body of a man terribly mangled. It was thought at first that he was an attendant at the church who had been killed while in the act of worship, but an examination showed that a dynamite bomb had been exploded, and that the man who was killed had been thrown from pews found on the body, which also revealed the work of a Catholic and bitterly opposed to the doctrine and practices of the Orthodox Church. For a time the wildest rumors flew about the city, and it was thought that Nihilists, who have been quiet for a long time, had selected Warsaw as a place for resuming their activity, but when the facts became known the city became quiet.

THE IRISH NATIONAL LEAGUE.

Dublin, Sept. 7.—A manifesto addressed to the Irish people signed by Messrs. Redmond, Leamy and Timothy Harrington, has just been issued. It says in part: "The reconstruction of the Irish National League is indeed urgent, as never is there more danger to the National cause than when a professedly Irish Government rules Dublin Castle. The McCarthyites have begun on their downward career under the new regime by converting to an indefinite postponement of the settlement of the question of the expulsion of tenants in Ireland. While we do not condemn the Government in an honest attempt to fulfill their promise, we refuse to throw down our arms until victory has been achieved."

FRENCH TROOPS IN DAHOMEY.

Paris, Sept. 7.—A dispatch from Kotonou says that Colonel Dodds, commanding the French expedition against the Dahomeys, has, with the main part of his forces, gone up the Queme River as far as Kote. The dispatch adds that Colonel Dodds is daily receiving reports of submission from the natives. The French forces consist of 3,300 troops and 2,000 porters.

WONDERFUL NANCY HANKS.

SHE TROTS A MILE ON THE REGULATION TRACK IN 2:07.

St. Paul, Minn., Sept. 7.—Nancy Hanks this afternoon broke the world's trotting record for the regulation track by giving a mile in 2:07 at the State Fair grounds.

Budd Doble drove the mare, and when she passed under the wire the judges waived their hats, and proclaimed that the pretty mare had covered the mile in 2:07 flat. The scene that followed was indescribable. Turfmen who recognized the full significance of the performance simply went deaf for the time being, forgot their dignity, threw hats and canes in the air and otherwise gave expressions to their joy. It was a wonderful and a very unexpected performance. Wonderful and the trot bet was freely made that Nancy would do better than 2:10. It was a regulation track like that on which she trotted at Chicago.

The gallant mare made the quarter in 32.12. She flew around the turn and trotted as gallantly over the crowd as the people cheered wildly. Then the applause grew deafening, and all watches told that she had reached the half in 1:03.18. "In, she is going faster," those at the track cried. The three-quarters with the semblance of the skip. Doble drove as he never drove before, and Nancy increased her speed, reaching the three-quarters in 1:34.12. As she reaches the wire, she turns her pretty head towards the grandstand as much as to say: "Well, I've done it, as if conscious of her record." They want the announcement of the time, and scarcely half a minute elapses before they all grow wildly impatient. And when the card is put out reading 2:07, the excitement knows no bounds. Doble was carried to the stand on the shoulders of the crowd.

Nancy Hanks had previously made a record of 2:07.4 on a half-mile track at Chicago, and a record of 2:05.4 on the mile-track at Independence, Iowa. Sunday's record was 2:04.4, and the record of Maud S. was 2:08.4. But Maud S. and Sunday made her records with a half-mile track, while Nancy Hanks made her record with one of the new style sulky, which has made her drive and gallop faster than any sulky ever made. She was able to move faster than was possible with the old-fashioned sulky. At the time when Nancy Hanks made her record of 2:05.4 a Tribune reporter had the following conversation with Robert Bonner, who owns both Maud S. and Sunday:

"Nancy Hanks is a real wonder. What is there to say except that we are all at sea over these new ball-bearing sulky? It is really impossible to say what will happen. Yet it seems to me that the position which will be taken by a bicycle sulky, with a ball-bearing sulky and pneumatic tires, tends to push the animal along. Unquestionably Nancy Hanks is a wonderful mare, but the ball-bearing and pneumatic tire have something to do with her record. I can point to the fact that the fastest sulky ever driven by Nancy Hanks with an ordinary sulky was 2:09."

"On an ordinary track the bicycle ball-bearing sulky will make, it seems, 1/2 difference in the records, and on a mile-track the advantage is even more marked. I will give you a case in point. I took out an 11. West a record of 2:22.4, started in a heat race, and at the first attempt put up a record of 2:19.4. The second heat was run in 2:14.4. Then the drivers of the other contestants appeared to the judges, and what was the result? It was beaten in 2:18 and '24, although the driver of the 2:18 sulky was a first-class driver, and what finer illustration of the effect of the pneumatic tire and ball-bearing would you like to have?"

"Do you think the new-fashioned sulky will come into general use?"

"I don't think so," cried Mr. Bonner. "Trotting men are simply going wild over them, and even since Nancy Hanks made her record I see nothing but bicycle sulky. We shall hear of some wonderful performances presently. Old records, who could just stagger them in proportion. It will be given us 2:15, and we are or what we are coming next. I do not know where we are or what we are coming next. I consider the question are fairly well exposed to this extract from a letter which I wrote to J. Malone, the owner of Nancy Hanks, just after she had given us 2:07.4."

"As to the trotting record: No one can expect, with the rapidly increasing number of fast horses, to hold it all I have held it off and on during the last twenty-five years, and it is scarcely necessary for me to add that when I do not hold it myself, it is gratifying to me that it is held by a gentleman like yourself. I have to say, in spite of Nancy Hanks's record, I still think that Maud S. is 2:08.4, on an ordinary track, with an old-fashioned sulky, is intrinsically the best ever known."

"Not this year," replied Mr. Bonner. "Next year it may be, if she falls to produce a foal. One thing more I have to say. In spite of Nancy Hanks's record, I still think that Maud S. is 2:08.4, on an ordinary track, with an old-fashioned sulky, is intrinsically the best ever known."

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NEW CASES OF CHOLERA.

MORE STEAMSHIPS DETAINED.

NONE OF THE LATE ARRIVALS BRING THE DREAD DISEASE.

ARRANGEMENTS FOR PUTTING THE NORMANNIA'S CABIN PASSENGERS ON FIRE ISLAND OR SANDY HOOK—PROMINENT PEOPLE HELD IN QUARANTINE.

The news from Quarantine yesterday was reassuring in some ways and in others it was disheartening. The progress of the cholera on the detained ships does not appear to be completely stayed, as two new cases of the disease developed on the *Rugia*, and there were eight suspicious cases among the crew of the *Normannia*. Still, in all of the big fleet of steamers which swung at their anchors in the Narrows at daybreak yesterday, there was no case of cholera which the newly arrived steamships had brought. The question of the separation of the cabin passengers on the infected ships from the crew and steerage passengers, among whom the cholera has already broken out, is one which received the anxious consideration of Dr. Jenkins yesterday.

A dozen different plans were proposed and rejected as impracticable. The result of the deliberations seems to be embodied in Dr. Jenkins's dispatch sent last night to Secretary Foster, recommending Fire Island as a place where cabin passengers might be landed and isolated. Barmack may also be erected on Sandy Hook. To-day a tug will go from the Navy Yard and establish a patrol of Long Island Sound at Willett's Point, so that no vessel may enter the port from that direction until she has been thoroughly inspected and regularly passed. This will remove a source of danger which too long has been disregarded.

The arrival of the big city of New-York with over 1,000 passengers and her detention at Quarantine was one of the things which excited great interest yesterday. Among the passengers who may have to worry out a five days' quarantine on the City of New-York are Chauncey M. Depew, Garrett A. Hobart, of New-Jersey, Mrs. and Miss Foster, the wife and daughter of the Secretary of the Treasury, Miss Rusk, the daughter of the Secretary of Agriculture, Leopold Morse and Digby Bell, the actor.

The yellow flag hoisted many times yesterday on the *Normannia* and *Rugia* signalled that the desperate fight in the lower bay against Asiatic cholera has not succeeded yet in appreciably checking its spread. There were no deaths, but two new cases developed in the *Rugia's* past infected steerage in mockery of all scientific methods of fumigation, disinfection, and isolation; and of the *Normannia's* crew, which has already lost several men, with many now in the past house, ten others were stricken with the disease. The deputy health officer last night said half-heartedly that they had caught cold from the baths they had received on Hoffman Island and that they had only ordinary diarrhoeal complaints. But the symptoms were serious enough to frighten the doctors into sending them to the pest house on Swinburne Island as fast as possible.

The only bit of cheering information from the lower bay was that the nurse, who was taken sick with cholera some days ago, is recovering. This was the official report. It had been rumored before that she was dying.

The case of the eight men of the *Normannia's* crew has aroused much comment. The crew of the *Normannia* were transferred to Hoffman Island some days ago, carefully washed, fumigated and watched. After rigid inspection it was decided that they were perfectly free from infection, and on Tuesday night some of them were taken back to the steamer. Yesterday morning the rest followed. They had hardly begun attending to their duties before they were taken ill one by one. It also seems strange that hardly sailors should get bowel complaints from a bath, when the steerage passengers have gone through the ordeal unscathed. It is also a remarkable and alarming fact that there has not yet been reported a single case of recovery among the patients who have been sent to Swinburne Island, with the exception of the nurse. Dr. Jenkins has not made mention of one. A deputy health officer was asked about it yesterday, and he acknowledged that he knew of none. The presumption naturally is that the health officers would be highly pleased to report cases of recovery, and the fact that they have not done so is considered significant.

The records of deaths and illnesses have been badly bungled somewhere since the beginning, and the newspaper correspondents have had great trouble in getting correct and trustworthy lists. Dr. Jenkins is strangely uncommunicative. Yesterday, for instance, he arrived at Upper Quarantine at half past five o'clock in the evening. He mentioned briefly that two men of the crew of the *Normannia* had been taken sick. He did not give their names, and showed no great willingness to give any information. Then he went up to the house, and soon returned and boarded the steam yacht *Fraxiella*. The yacht was steered into the bay and went about among the steamers. Dr. Jenkins came back at about half past six o'clock, and sent out word to the reporters that he would see them at 7 o'clock. They assembled in his office promptly. Dr. Jenkins was then in the house. The newspaper men waited full ten minutes before he made his appearance. Then he said that he had nothing to tell, and referred to his nominal deputy, who gave the list of cases as follows:

On the *Normannia*, all crew—Max Gehrmann, twenty-four years old; Stanislaus Knaus, twenty-six; Richard Fischer, twenty-four; Julius Gent, thirty-one; Emil Petz, twenty-one; Carl Wenzel, thirty; Wilhelm Remmeyer, thirty; Carl Emdert, twenty-four. In the steerage of the *Rugia* the cases were Orakli Kaplan, twenty-eight years old; Katherine Tressorova, twenty-two. Cheering news for the cabin passengers on the plague ships were received at Quarantine yesterday. Ships have been taken by Dr. Jenkins to prepare the Government Sandy Hook reservation for the reception of people, the land having been freely offered by the United States Government, and he also expects to secure a Sound steamer.

New-York city will also breathe easier when it learns that what the quarantine officials of the State have avowedly neglected, the United States Government has done, namely to guard the entrance through the Sound. Collector Hendricks telegraphed Dr. Jenkins last night as follows: "Captain Theodore F. Kane, United States Navy, telegraphed that Navy tug *Narctica* goes immediately to Willett's Point to patrol, with orders to detain all vessels from foreign ports coming that route, until released by proper permits from local health authorities."

If Sandy Hook be not sufficient for the accommodation of passengers of detained ships, Fire Island may be secured. Dr. Jenkins made the following letter public last night:

To the Secretary of the Treasury:

Recognizing the authority of the United States Government over quarantine ships for such period as the safety of the country demands, and the great importance of the strictest possible quarantine against cholera, I feel it my duty to call your attention to the hardship of detaining the cabin passengers of incoming steamers upon overcrowded ships which are infected, or which have sailed from infected ports. I consider it extremely important that prompt provision should be made for the removal of such passengers to a suitable locality, where they can remain in comparative comfort without endangering the public health. After due consideration I have decided that the most suitable location for such passengers is Fire Island, where I am informed that hotel accommodations exist for at least 1,000 persons, with space for a large number of tents or temporary barracks. I therefore propose that

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